

their public transportation services. HUD witnesses have also testified that the level of the proposed program will support the volume of applications in hand and known to be in preparation.

In this context, the RPI Committee on Passenger Traffic feels that the commuter railroads can be a vital component of balanced transportation systems which are established in our metropolitan areas. Commuter railroads can be a vital component because of their inherent economics and their greater passenger-carrying capability. In addition, in most metropolitan areas, there are extensive railroad networks which could be used for new commuter and rapid transit operations. Our committee has sought to promote knowledge of how railroads can help solve the commuter service problem by being a vital component of balanced transportation in our metropolitan areas.

The committee feels that any mass transport program should be designed so that the full potential of the most advanced forms of high-speed railroad passenger service can be fully utilized. The railway supply industry stands ready with the technology and capability to provide necessary advanced equipment and facilities for efficient mass transit systems.

Today's passenger trains have been operated at speeds up to 130 miles per hour and many name trains in regular service can operate at speeds of 110 to 115 miles per hour. They operate at these speeds with comfort and safety. With the growing market for rapid transit and commuter car equipment in recent years, major advancements have been made in the design and performance of all rail passenger service components. These developments and experiences are available in the Nation's railway supply industry today.

The RPI Committee on Passenger Traffic will continue to urge that mass transit systems be developed to make full use of existing and developing rail passenger service capabilities which exist today. Programs should strive to make use of this rail capability which can do the job, rather than rely unduly on some new systems that might not prove practical for many years in the future.

In closing, the RPI Committee on Passenger Traffic asks that the full capability of railroad passenger service be emphasized as the solution to many mass transit problems which now exist and will exist in the future in many metropolitan areas of this Nation.

Thank you.

Mr. LENNARTSON. The statement in effect makes two points—we recognize the seriousness of the mass transit problem and secondly, we urge that the technical capability of railroads be given full consideration in helping to try to solve those problems.

Mr. BARRETT. Thank you very much for coming.

Our next witness this morning will be Gene R. Schaefer, director, mass transit operations, Westinghouse Air Brake Co., Pittsburgh, Pa.

Mr. Schaefer, of course, I want you to feel contented here this morning, as we have asked everybody who has been a witness.

You may desire to complete your statement and then we would ask you a question or two. If you want to submit your statement in part, we will also agree on that. Whatever you choose to do you may follow that procedure and we will go along with you.

STATEMENT OF GENE R. SCHAEFER, DIRECTOR, MASS TRANSIT OPERATIONS, WESTINGHOUSE AIR BRAKE CO. (WABCO), PITTSBURGH, PA.

Mr. SCHAEFER. Thank you very much, Mr. Chairman. In the interest of committee time I would like to have you accept my prepared statement. However, I will summarize very briefly with an oral statement if that is acceptable to the Chairman.

Mr. BARRETT. You may proceed.